

## Getting tough at the centre!

**“Working in London got tougher this month with the introduction of the ULEZ (Ultra low emissions zone) charge to add to the daily congestion charge” Said proud Londoner, Brendan Beaver, Manager of Metrel UK, the innovative provider of electrical testing solutions. “Relatively new diesel engines are public enemy number one in London. And it is going to be the same in many city centres in the next year or so if councils get there way.”**

“One topic ULEZ has brought to the fore is the shortage of vehicle charging points around the city. It is all well and good introducing a toll to limit access to central London for older internal combustion engines but when the chance of getting an electric vehicle stuck in town due to the shortage of recharging facilities, what is the alternative?”

“The rush to plug has bright side for electrical contractors. We will need to install huge numbers of recharging points, both public and private, inside the north and south circular roads before 2021; at least a few hundreds of thousands.”

“Good news and their installation is clearly covered by the 18<sup>th</sup> edition.”

“The 18<sup>th</sup> Edition says the charging point needs to be protected by either a RCD type B or a RCD type A and appropriate equipment that ensures disconnection of the supply in case of a DC fault above 6 mA. What it does not suggest is how to test them.”

“Testing type A breakers is easy enough. All RCD testers test 30 mA RCDs trip times and some test the trip current. Type Bs are a little bit more difficult but some level of most manufacturers’ testers offer type B testing usually starting at around 15 mA DC.”

“6mA DC breaker can only be tested by 2 multifunction testers in the market, and they are both made by Metrel, the MI 3155 and the more appropriately priced MI3152.”

“It is vitally important that the breakers are tested. In a recent survey, more than 50% of installers when asked said that they had experienced RCD failure straight out of the box. And the best way of achieving this is with the whole installation.”

“There are a few interfaces available to assist testing the whole system but the only one is designed by a multi-tester manufacturer.”

“Surprise, surprise, it comes from Metrel. The innovative EVSE Adapters A 1532, which plugs directly into charge points, known as electrical vehicle supply equipment (EVSE) to the regulators, giving access without opening the box.”

“One of the immediate advantages is that the adapter accesses the charge point in the same manner as an electrical vehicle and thus tests the system as whole. It can test the charging point in all charging state outputs, disconnected, charge ready, active charging (with and without ventilation) and pilot error.”

“So the user can plug their £20k+ car in without fear that it will burst in to flames, and you have a real business opportunity!”

To find out more go to <http://bit.ly/e-car-test> or call us on 01924 245000.

Image captions:

MTE14A - Testing a vehicle charging unit is installed to the 18<sup>th</sup> Edition using an multi-function tester MI3152 and EVSE adapter A1532.

**Notes:** *Metrel is one of the oldest manufactures of electrical test equipment having been established over 60 years ago. An innovation leader, it produces test equipment for HV and LV applications, including power quality, earth analysis and transformer analysis.*

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